

§ 169.615

46 CFR Ch. I (10–1–03 Edition)

§ 169.615 Diesel fuel systems.

(a) Except as provided in paragraph (b) each diesel fuel system must meet the requirements of § 56.50–75 of this chapter.

(b) Each vessel of 65 feet and under must meet the requirements of §§ 182.20–22, 182.20–25, 182.20–30, 182.20–35 and 182.20–40 of this chapter.

STEERING SYSTEMS

§ 169.618 General.

(a) Each vessel must have an effective steering system.

(b) The steering system must be designed to withstand all anticipated loading while under sail, including shocks to the rudder. Additionally, the steering system on vessels with an auxiliary means of propulsion must not be susceptible to damage or jamming at the vessel's maximum astern speed.

(c) The main steering gear must be capable of moving the rudder from hard-over to hard-over at an average rate of not less than $2\frac{1}{3}^{\circ}$ per second with the vessel at design service speed (ahead).

§ 169.619 Reliability.

(a) Except where the OCMI judges it impracticable, the steering system must—

(1) Provide continued or restored steering capability in the event of a failure or malfunction of any single steering system component other than the rudder or rudder stock;

(2) Be independent of other systems, including auxiliary propulsion machinery; and

(3) Be operable in the event of localized fire or flooding.

(b) A main and independent auxiliary steering gear must be provided, except when—

(1) A small vessel uses a tiller or direct mechanical linkage as the primary means of controlling the rudder; or

(2) Installation of an auxiliary steering gear is not possible.

NOTE: A partial reduction of normal steering capability as a result of malfunction or failure is acceptable. This reduction should not be below that necessary for the safe navigation of the vessel.

(c) The strength and reliability of any component that is not provided in duplicate must be suitable to the cognizant OCMI. Where redundant or backup equipment or components are provided to meet the requirements of paragraphs (a) and (b) of this section, the following must be provided:

(1) A means to readily transfer from the failed equipment or component to the backup.

(2) Readily available tools or equipment necessary to make the transfer.

(3) Instructions for transfer procedures, posted at the main steering location.

(4) A means to steady the rudder while making the transfer.

§ 169.621 Communications.

A reliable means of voice communications must be provided between the main steering location and each alternate steering location.

§ 169.622 Rudder angle indicators.

Each vessel must have a rudder angle indicator at the main steering location that meets the requirements of § 113.40–10 of this chapter, except where a tiller or direct mechanical linkage is the primary means of controlling the rudder.

§ 169.623 Power-driven steering systems.

(a) Power-driven steering systems must have means to be brought into operation from a dead ship condition, without external aid. The system must automatically resume operation after an electric power outage.

(b) Control of power-driven steering systems from the main steering control location must include, as applicable—

(1) Control of any necessary ancillary device (motor, pump, valve, etc.);

(2) A pilot light to indicate operation of each power unit; and

(3) Visual and audible alarms to indicate loss of power to the control system or power units and overload of electric motors.

(c) Overcurrent protection for steering system electric circuits must meet § 111.93–11 of this chapter, as applicable.